Amendments to the Specification:

Please amend numbered paragraph [0018], as shown below:

[0018] Figure 4 is a partially broken side view of the collapsible driveshaft of Figure 1; [[and]]

Please amend numbered paragraph [0019] as shown below:

[0019] Figure 5 is a graph resulting from an FEA analysis of driveshaft acceleration versus time for a non-collapsible driveshaft and a collapsible driveshaft in accordance with an embodiment of the present invention[[.]] ; and

Please insert the following paragraph between paragraphs [0019] and [0020] before the heading DETAILED DESCRIPTION OF EMBODIMENTS OF THE PRESENT INVENTION as shown below:

Figure 6 is a partially broken perspective view of a portion of a collapsible driveshaft assembly according to one embodiment of the present invention.

Please amend numbered paragraph [0023], as shown below:

[0023] Referring to Figures 1 and 2, collapsible driveshaft 18, according to one embodiment of the present invention includes unitary tube 26 having outer portion 28 and depressed portion 30. In certain embodiments, unitary tube is generally cylindrical and elongated. Depressed portion 30 includes tapered sides 32 and 34 and depressed exterior surface 36. In certain embodiments, tapered sides 32 and [[24]] 34 are substantially planar, although the sides can be curved depending on the manufacturing process used to form depressed portion 20. In certain embodiments, depressed exterior surface 36 is substantially cylindrical, although the surface can take on different shapes depending on the manufacturing process used to form depressed portion 20. Typically,

unitary tube 26 is formed from steel or aluminum alloy. However, other materials, such as fiber reinforced composites or other combinations of metallic or non-metallic materials, can also be used.

Please amend numbered paragraph [0024], as shown below:

[0024] Depressed portion 30 can be formed through any process suitable for denting unitary tube 26 to obtain depressed portion 30 and two outer portion segments, i.e. first and second outer portions 27 and 29. In certain embodiments, the denting process provides substantial uniformity of depression diameter and side tapering, although an amount of eccentricity is acceptable for purposes of practicing the present invention. According to one embodiment of the present invention, the denting step is accomplished by placing a depression member around unitary tube 26, longitudinally centered at a location along the length of unitary tube 26. As shown in Figures 1 and 3, Ld is an example of a suitable location. In certain embodiments, the depression member is an anulus ring. The depression member is dented to obtain the depressed portion. In certain embodiments, the denting step can be carried out by any suitable process that provides suitable uniformity of the depressed member. One such [[exchange]] process is hammer-forming wherein a number of hammers apply perpendicular force upon the depression member at a number of different circumferential locations of the depression. Optionally, the unitary tube can be stabilized prior to denting step, by, for example, placing the unitary tube in a vice grip and tightening the vice grip around the unitary tube.

Please amend numbered paragraph [0027], as shown below:

[0027] In the embodiments thus described, one depressed portion is formed in the tubular member. However, it should be understood that more than one depressed portion can be formed based on the vehicle using the collapsible driveshaft. In one such embodiment, [[the]] as depicted in Figure 6, a collapsible driveshaft 100 includes a

unitary tube 102 having an outer portion 104 and a number of depressed portions (Nd) 106 and 108 longitudinally centered about different longitudinal locations 110 and 112 along the length of the tube, thereby dividing the outer portion into a number of segments (Ns) 114, 116 and 118 defined as the number of depressed portions plus one, each segment having an outer exterior radius (Ro_1 -Ro_n), the depressed portions each having a depressed exterior radius (Rd_1-Rd_n), each Ro being greater than each Rd. In certain embodiments, all the depressed exterior radii are substantially equal and/or all outer exterior radii are substantially equal.

Please amend numbered paragraph [0031], as shown below:

[0031] Using these parameters, a dented tubular member was formed to provide a collapsible driveshaft for [[an FEA]] a crash simulation. Crash simulations were carried out to test the efficacy of the collapsible driveshaft. In a first simulation, a vehicle was programmed with two non-collapsible driveshafts. The vehicle was then subjected to a simulated full frontal crash at 35 mph. In a second simulation, the same vehicle was programmed with one non-collapsible driveshaft and one collapsible driveshaft in accordance with an embodiment of the present invention. The collapsible driveshaft was located closest to the transmission. The vehicle with the collapsible driveshaft was also subjected to a simulated full frontal crash at 35 mph.